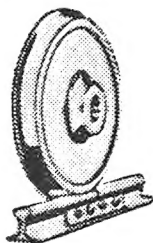


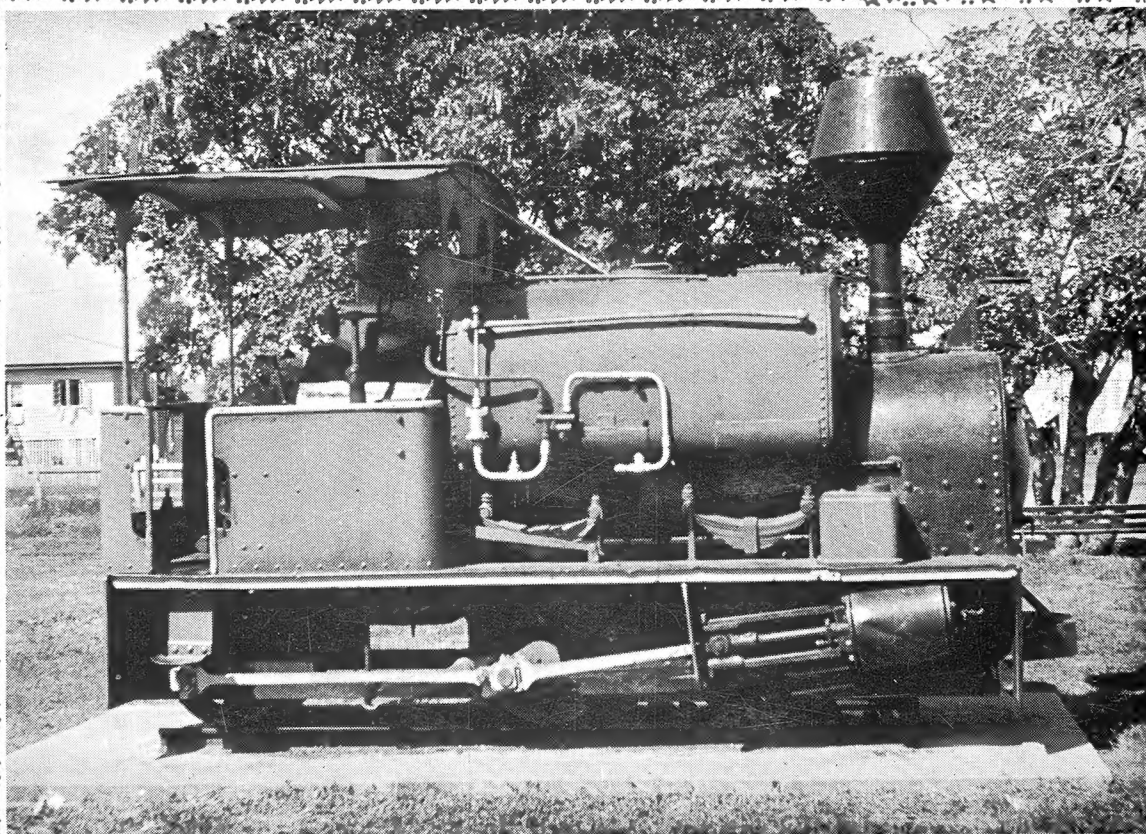
JOURNAL

A. M. R. A.

Australian Model
Railway Association



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NUMBER 89



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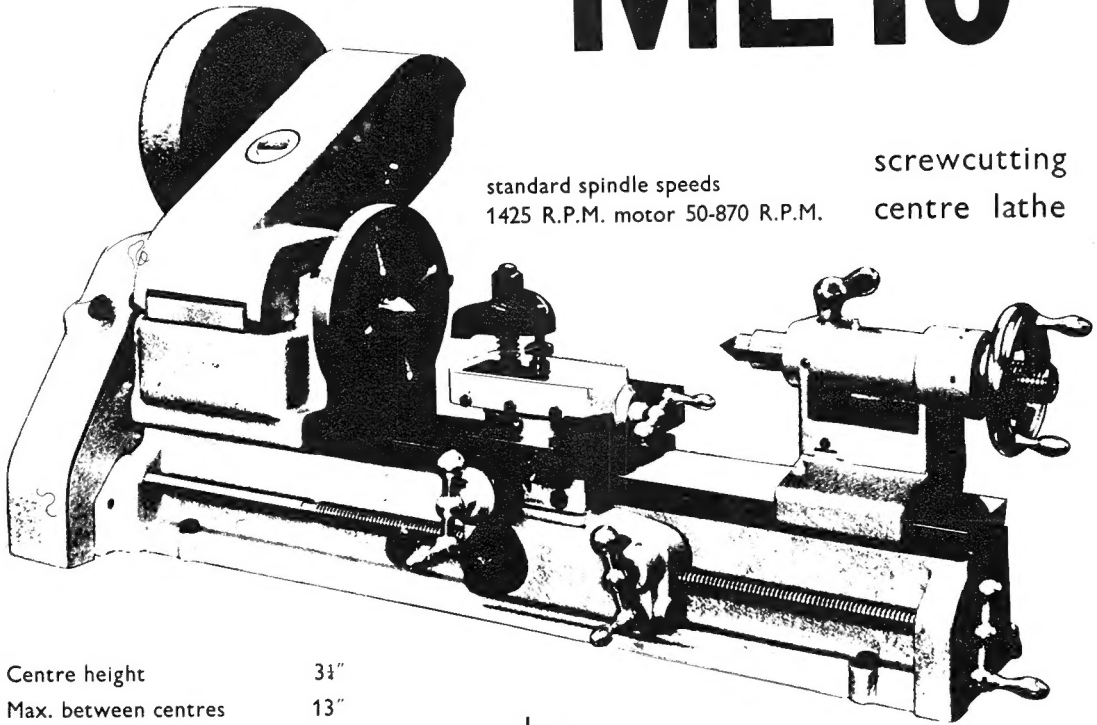
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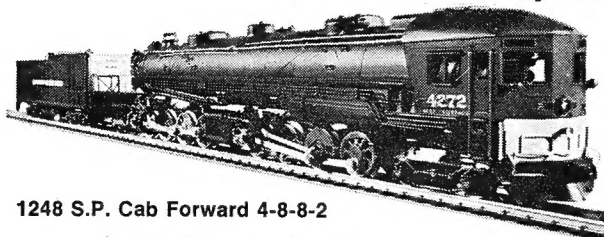
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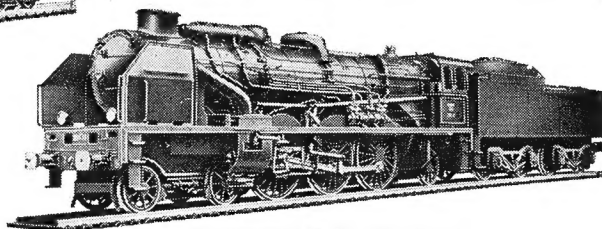
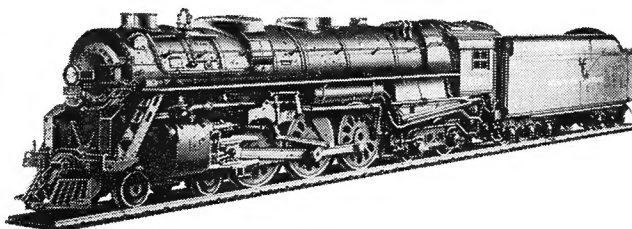
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**1336 S.N.C.F. Pacific 4-6-2****1252 NYC 'Hudson' 4-6-4**

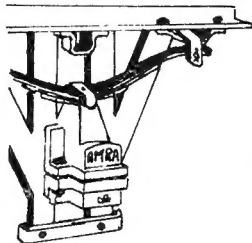
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Editorial

JOURNAL BOX

SUB-BRANCHES AND COMPETITIONS.

Volume 19

Issue 89

Firstly I must wish all members a very Merry Xmas and a happy New Year.

Another year is nearly over - the first of the new decade and if we have done nothing else we have shown that our membership can be increased. However to become a meaningful Association we must strengthen and continue to expand our membership in all States.

This is where you can help us. Form a sub-branch in your locality. Get to know and exchange visits with other modellers in your own locality and thus introduce the Association to them. You might ask, "What is a sub-branch?" then I would recommend that you read Alan Winslade's letter in "Pop Valve".

As I see it we need more official and unofficial sub-branches to be able to give our members, and others, some of that companionship we are always talking about.

A final reminder about the Association's Competitions (see Journal No. 86, page 44, for details). How about trying to see that the N.S.W. Branch does not have a clean sweep again this year? Entries close with the Federal Secretary on 31st January 1971, so how about YOU entering this time?

COVER PHOTO:

"Old locos never die, they quietly rust away". This 0-6-0 canefields workhorse was seen in the township of Rockhampton on the 11th April, 1969.

Photo by Ted Frost.

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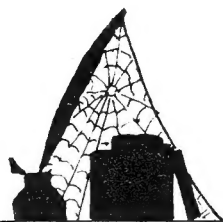
Federal Secretary Norm Read,
3 Augusta Street,
Strathfield, N.S.W. 2135.

Federal Treasurer Keith Robinson,
26 Lilac Street,
Punchbowl, N.S.W. 2196.

Federal Registrar June Dunn,
26 Napoleon Street,
Rosebery, N.S.W. 2018.

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THE SECRETARY'S DESK



This Association was formed by a group of enthusiasts in the hobby, who formed a committee to organise and get things under way. These fellows continued in office for some considerable time. Eventually they each had to resign, due to more pressing considerations and their places were taken by others. In the main these were volunteers, they were seldom voted into office, some might say they were shanghaied into a position. Never-the-less they gave as much time to the affairs of the Association as could be spared from such mundane things as having to earn a living and the like.

This state of affairs continued in the Victorian sector for some 17 odd years until by some sleight of hand the Sydney boys found that they were holding the reins. Now we find the same state of affairs still exist. Of all the nomination forms that were sent out, five were returned, which does not cover a full committee. Hence it will end up that the present committee will have to nominate themselves back.

The point about all this is that the Committee and this includes the essential Publishing Committee, are doing the jobs voluntarily (more or less) and will have to continue to do so until forced to resign due to other work pressures. This has recently occurred with our Advertising Manager, Ken Elder. Ken has done a very good job in arranging the present line up of advertisers in Journal and we express our thanks to Ken for the time and service he has given the Association.

As the various jobs the Committee do have to fit in with other domestic and work-a-day chores, it can occur that sometimes we lag behind with some things. This has occurred with the issue of Beginner's Guides, Standards, and Constitutions. Now stencils will have to be cut for the updated Standards and for the amendments to the Constitution, new covers are to be prepared for the Beginner's Guide and then approximately 500 of each have to be printed and collated. Believe you me this is more than five minutes work. So we must ask those of you newer members who have not received any of the above items to be just a little patient and you will receive them as soon as possible.

Every member was sent a layout registration form, but only about 1/3 of them came back. Some members had been registered ages ago, but we were endeavouring to bring our records up to date, as in some cases all we knew about a member was the information we received on his application form.

Most of the questions are straight forward enough, but a couple seem to raise problems, especially the one about passes or heralds. Passes, or tickets are issued to visitors to a layout, either for the day in question or some other specified period. Passes are used a great deal overseas, although I have seen some issued by local modellers. Some are very elaborate in their design and now pass exchanging and collecting can almost form a separate branch of the hobby.

The second one is the question of Standards. Standards were introduced mainly for the modeller building his own equipment, one idea being that rolling stock built to these standards will run on and with any other modeller's layout. This is very handy for exhibitions and club layouts where various members supply their rolling stock. An interesting point to note is that the AMRA standards are registered with the S.A.A.

Due to the efforts of the NMRA a lot of the commercial models available to-day have adopted the same standards and such things as the course wheels of the past are disappearing, resulting in a better appearance and more reliable running.

AMENDMENT OF ARTICLE 12j OF CONSTITUTION.

The following figures are the result of the ballot for the amendment of article 12j of the Australian Model Railway Association Constitution and Articles of Association to read:

The Elective Officers shall be a minimum of:

- (1) Organising Chairman.
- (2) Secretary/Treasurer.
- (3) Membership Registrar.

Should the need arise further committee officers may be elected. The Organising Chairman shall be an amateur as defined in Article 8 Section A; B; C; D.

Total "Yes" Votes	-	129
Total "No" Votes	-	11
<hr/>		
Total Votes received		140
<hr/>		

JOHN DUNN.

Returning Officer.

For those of you who use only proprietary equipment, not to worry, each man to his own likes. This is one of the features of this hobby, it allows for so much scope and imagination. The main thing is to keep doing that which gives you pleasure and relaxation (exhibition times excepted) and continue your membership of AMRA.

The influence of the Federal Budget and the new postage charges, which mean an 175% increase in the cost of mailing your Journal, is one of the problems which face the new Federal Committee.

However for now, a Merry Christmas and Prosperous New Year to all.

NORM READ.

"CLUB REGISTRAR"

Would all members who are members of a model railway club, please send the name and address of their club secretary to:

Graham Watson,
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AUSTRALIAN MODEL RAILWAY ASSOCIATION.Statement of Receipts & Expenditure for the year ending 30th June, 1970.

<u>Receipts</u>		<u>Expenditure</u>	
Cash book balance 30/6/69	\$1257.45	Printing of Journal & cost	\$1017.86
Petty cash on hand 30/6/69	50.00	of addressograph plates	
New subscriptions	150.10	Stationery	304.52
Renewal of subscriptions	312.20	Postage (Journal & general)	104.56
Subscriptions to Journal	749.70	N.S.W. receipt duty tax to 1/6/69	.35
Joining fees	42.50	Subs. "Green over Red"	1.10
Sale of badges & accessories	69.07	Bank deposit book	.20
Sale of back copies of Journal	7.95	Engraving trophies	12.66
Sale of Traction Publications	16.70	Exch. on cheques & duty stamps	1.85
Sale of scrap plastic	7.40	Refund to State Branches (1969)	51.60
Advertising from Journal	563.79	Typewriter service	6.00
Bank int. & exchange on	54.50	Printing of AMRA Recruiting	25.00
cheques		Posters	
Miscellaneous	2.45	Refund of fees	3.40
Donations	8.60	Purchase of badges & accessories	278.14
		Purchase of rubber stamps	7.84
		V.A.C.C. Insurance	3.70
		Entry in Melb. Telephone	4.66
		Directory (refund)	
			1823.44
		Cash in bank 30/6/70	1418.97
		Petty cash on hand 30/6/70	50.00
	<u>\$3292.41</u>		<u>\$3292.41</u>

AMRA Interstate Branch Account (acc. 892) as at 30/6/70.

Donation	.10
W.A., S.A. Tas. refunds	2.40
Interest 6/70	<u>.04</u>
	\$2.54

25th July, 1970.

Robert W. Gorrell A.C.A.
Honorary Auditor.

ENGINES OF THE C.A.T LINES

Photos by "Springaroo".

by "Springaroo".

"mates". (Thus, my CAT Committee includes a sub-committee of CMEs.



Following the precedent of the old British G.N.R., N.E.R. and N.B.R. "East Coast Joint Stock" combination, my imaginary "Central African Transcontinental Committee" serves and co-ordinates the mutual interests in the designated area of Rhodesia Railways, South African Railways and Caminho de Ferro de Moçambique. These three really have been closely linked for many years in friendly and fruitful co-operation, so the idea is quite reasonably prototypical.

What's more, as shown in two of my photographs and the sketch of the projected 4-8-2 companion for the "CAT Pacific", it enables me to enjoy a fancy for freelance designs incorporating a touch on the Continental-cum-American look which distinguishes the CFM engines from their RR and SAR

Now for the engines as shown in the photos, several of which, as we'll see, illustrate the advantage of photography as an adjunct to the hobby. For instance, they show a glaring lack of water and vacuum hoses between engine and tender, noticeable only at eye level.

Taking them in the order of construction:

Photo No.1. South African Railways Class 16DA 4-6-2, built about 1955 on a Marklin Pacific mechanism altered to DC and two-rail for me by Eames of Reading, England, but still carrying the original Marklin wheels and motion gear. My prototype was the improved version (1928) of the original 16D "Big Bertha" of 1925, built by Baldwins of U.S.A. and designed with the 15CB class 4-8-2 (also Baldwin built) for the Cape-Johannesburg Union Express and Union Limited, forerunners of the crack SAR "Blue Train". I have assumed that the 16DA class was further improved later with slightly bigger boilers like those of Mr. A.G. Watson's 16E class, the last "Pacific" to be designed for the SAR, all subsequent designs being eight-coupled. The tender, with its Japanese six-wheel bogies, is too high for the engine as well as being wrongly marked "RR". It



Photo 1.

is earmarked for the CAT 4-8-2 which (like all my more recent engines) is designed to the full Sn $\frac{3}{4}$ scale of 3/16 in. to the foot. The 16DA follows a discarded hybrid scale of 45mm originally adopted to enable me to run bought 4 mm. scale goods stock with her, but abandoned years ago. After 15 years faultless running, this engine burnt out her armature a couple of months ago. Praises be to Marklin, an exact replacement was still obtainable, mint new; and she again cheerfully hauls all the rolling stock I've got, if asked: ten bogie passenger vehicles (Rhodesia Railways), a service coach, two bogie goods vans, 11 bogie wagons and 12 four-wheeled ones - or 120 axles, as South African railwaymen would say. A ridiculous train for a model layout, as one or more of the lighter vehicles always tells me on a curve before long. To get the adhesion needed to use her power, I weighted her heavily.

Photo No. 2. Left - a 2 rail and DC converted Marklin 2-8-2T as I altered her soon after building the 16DA removing all the "coffee pots" etc. and substituting boiler mountings, headlight cowcatcher, toolboxes, etc., more to my taste. Recently I "weathered" her, hence the grey appearance. Only a colour picture would show the rust and grime, but the whitish streaks below the safety-valves may be just visible. This little engine is just as powerful as the 16DA. Right - ex-Natal Government Railways 4-6-2T, prototype about 1890 vintage, model built on O-6-0 Fleischmann shunting tank engine mechanism. This engine is also sur-

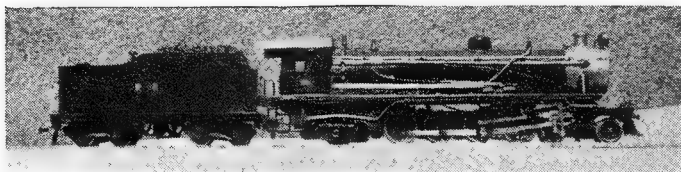


Photo 3.

prisingly powerful, runs away with a five-coach passenger train.

Photo 3. Rhodesia Railways class 12A 4-8-2, as exact a scale model as I could make from a photo and diagram. The mechanism was made for me by an old-established London firm. To my disappointed surprise, the coupling rods were just plain steel bars. I disguised this lapse with washers, but did not get round to fitting oil-boxes. (I've never succeeded in making really good complete-looking coupling rods). The Romford 7-pole motor with flywheel gives adequate power and smooth starting and stopping, but I've since found that careful knob-turning on my H & M. controller gives almost equally good results with my Triang powered engines and this without using the pulse-power attachment, which I've found more bother than help.

Photo 4. CAT (freelance design) O-8-0 built on Hornby 2-8-0 mechanism. Tender used to augment return circuit, as I had trouble due to only two engine wheels each side touching rails. The flangeless ones in between don't: a "toy" feature that shows up in the photo. I used the same dodge with the 16DA, because the Eames alteration had put both plastic-banded wheels on the non-insulated side, thus insulating two of the coupled wheels on that side too and leaving only the remaining one for the return circuit. The photo also shows up (like that of the 16DA) a fact that my loving but hitherto unaided eye had overlooked. The tender is too high to look right. Furthermore, at some time unknown

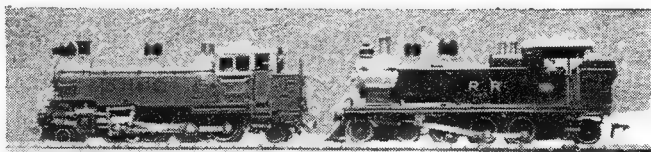
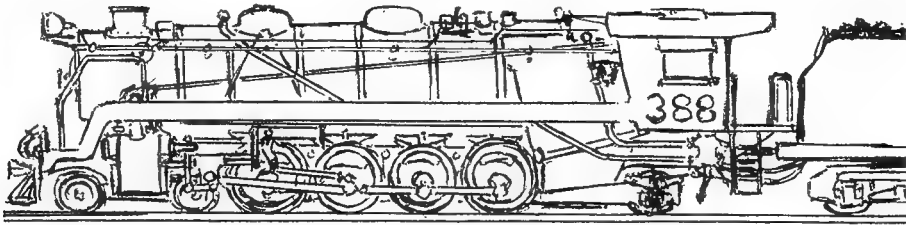


Photo 2.



CAT 4-8-2 (Building)

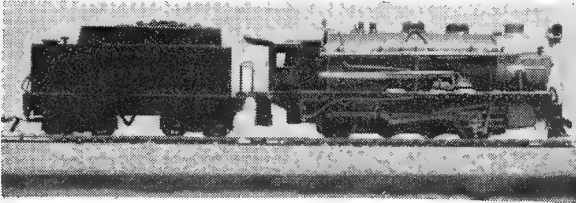


Photo 4.

and unnoticed, the vacuum-brake-cylinder has dropped off it. (Now replaced).

Photo 5. SAR class 8, 4-8-0, prototype 1901 vintage with many variations, model a blend of their best looking features, with more modern tender. Completely scratch-built except for Triang motor and gear, Romford coupled wheels and axles and Hornby metal wagon wheels on insulaxles on bogies. Current circuit follows American practice, using tender to supply insulated brush. Ditto, engines shown in photos 6, 7 and 8.

Photo 6. CAT Pacific, scratch-built except for Triang motor, Romford gear and coupled wheels, assorted other wheels, Cal-scale sand-pipe fittings and front end regulator fitting and Japanese 6 wheel tender bogies. Vacuum brake gear fitted to tender underframe since photo taken.

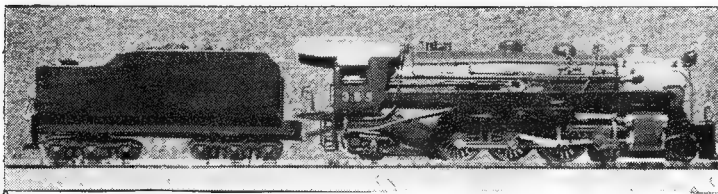


Photo 6.

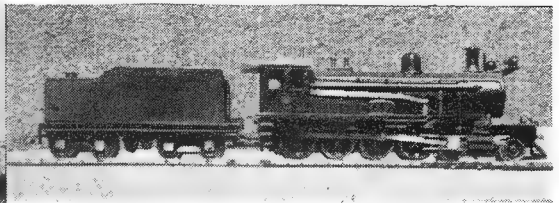


Photo 5.

Photo 7. Rhodesia Railways Class 9B 4-8-0, scratch-built except Romford 7 pole and flywheel motor and gear and coupled wheels and Jackson bogie and tender wheels. One side of each pair of tender wheels de-insulated by soldering a bit of fuse wire to axle and back of wheel. (Warning: too much and too long heat loosens wheel-hub on axle). Scale model except for Walschaerts gear expansion-link bracket (which is my standard as it also takes care of bracket for guide-bars) and CAT style numbering. This letraset job isn't on straight and is going to be scraped off anyway as it doesn't suit her as well as the standard RR and SAR

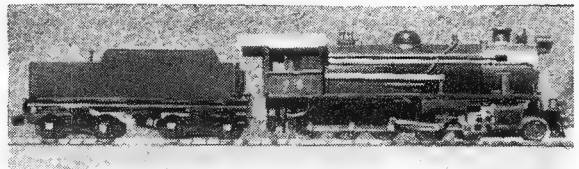


Photo 7.

red oval number plate with brass number. No coal yet in tender, am waiting for a chance to get hold of some real coal for it (and for the engine in next photo). Looks better than any im-

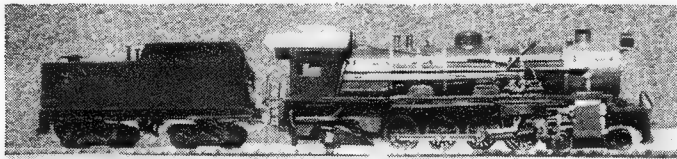


Photo 8.

itation I've yet heard of, but not so easy come by in these days of electric households and diesel railways.

Photo 8. SAR class 14R 4-8-2 scale model. Triang motor, otherwise scratch built as in RR class 9B. Painting, etc. meant to suggest that she is just out of the shops after being fitted with one of Mr. Watson's cleverly designed range of standard boilers. (That's what the "R" classification stands for). Prototype has russia iron boiler cleading with chromium bands, very smart: hence the railwaymen's nickname for the class - the Striped Tigers. For the bands I used good quality writing paper, aluminium painted, cut with a kraft knife and steel rule and stuck on with varnish and a touch of aquadhere under boiler bottom where a small overlap of the paper doesn't show. The unpainted russia-iron is simulated with a mixture of black, blue, white and aluminium paint with a final coat of gloss varnish over all. This also brightens up the bands and finally ensures that they'll stick. Aluminium paint mixed with black is my standard for smokeboxes. Unmixed aluminium looks too bright and toylike to my eye. Final painting note: I never use pure black anywhere nowadays, but mix in white, etc., to taste and according to the part being painted and its position.

Photo 9. CAT narrow gauge (Sn2½) engine No. 2 (No.1, a 0-6-0T with wood-burner chimney, not illustrated). Both engines built

on Triang TT gauge "Jinty" tank mechanisms. Photo also shows semi-American caboose. The narrow gauge line is supposed to run up into the highland region of Rhodesia's Eastern Districts, as the brain-child of the CAT Tourism Sub-committee, heavily influenced the

success of some tourist attracting railway preservations in the U.S.A. This influence is especially noticeable in the design of its motive power and caboose. According to roundhouse talk at Bundu, the interchange junction and engine depot (Bundu, by the way is Rhodesian for "bush"), Engine No. 2 owes her appearance to a woodcut picture on a "collector's item" timetable of the old Whisky Springs and Great Rock Candy Mountain Railroad in Colorado. Cognoscenti will doubtless recall that this line was taken over about 1890 (and renamed the Themtharhills) by the Xmas tree, Youndertown, Zenith and Rolling River Rapids R.R. But I doubt if anyone except myself now knows that it was not the Pennsy or the Espee or the Wabash or the Soo, or any of those big boys, that pioneered the long "Vanderbilt" tender. The XYZ & RRR did. It had to.

Some notes on scratch-building and freelance designing may interest some readers and may even help a few, though I don't pretend to be an authority - just a fellow amateur. So, editor permitting, these will follow soon.

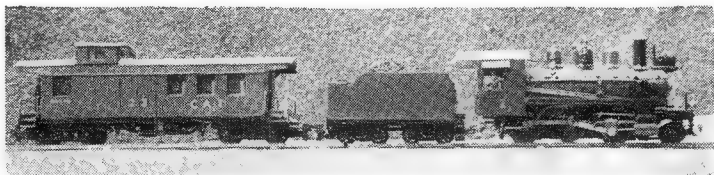
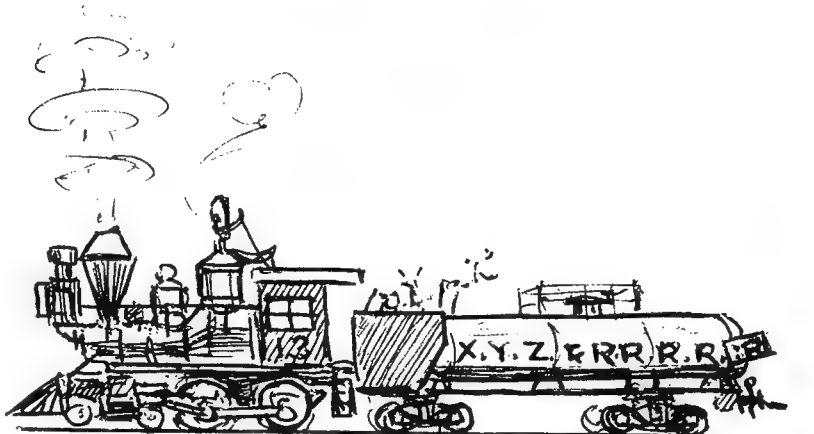


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IT HAD TO

SPRINGAROO
DIDIT

STATION PLATFORMS

by REG WEBBER.

The chances of being able to purchase platforms of a suitable size and shape, as well as of the desired architectural design are very slim. For this reason it is usually necessary to manufacture ones own. It is also much cheaper of course.

The simplest and most obvious method of construction is the "solid" method - a platform constructed basically from a solid piece of timber. To avoid warpage, pyneboard is strongly recommended as a material.

The platform described here is made of pyneboard, laminex (for paved edging), belt sandpaper (for gravel or bitumen) and brick paper (to simulate brick facings).

After cutting the pyneboard to size the next step is to cut a 3/16" wide strip of laminex the length of the

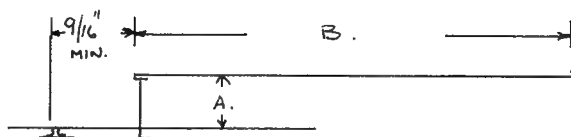
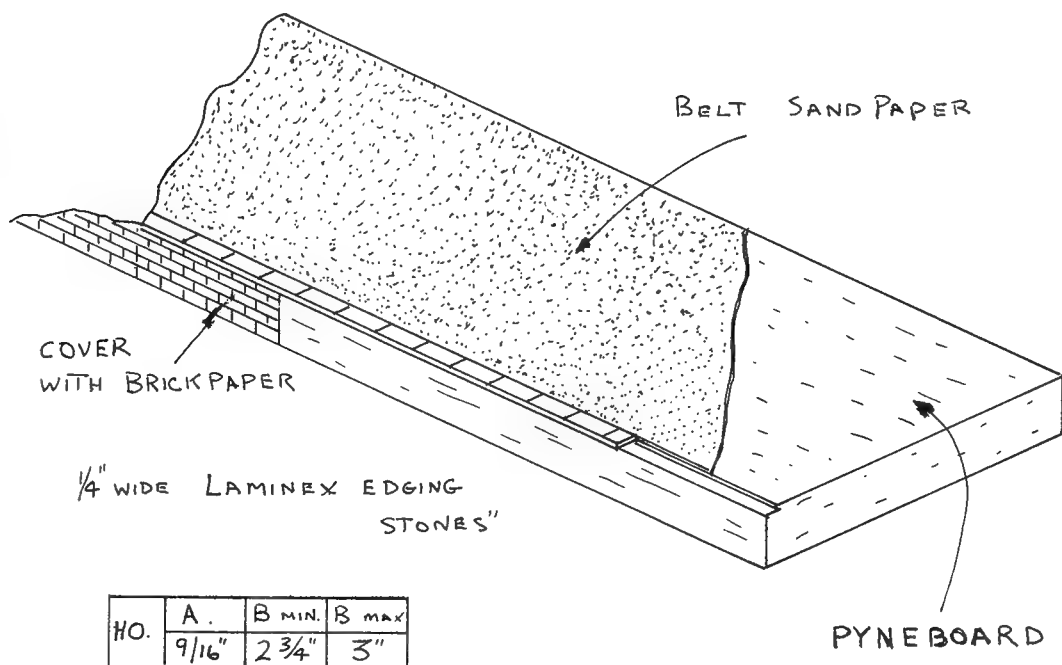
platform. (This could be in several shorter lengths). Then the pattern is removed from the laminex by sanding with a fine paper. This strip can then be fitted to the pyneboard either by rebating the edge of the pyneboard, or by gluing it to the pyneboard and building up the remainder of the top of the platform with one or two layers of thick brown paper. In either case the laminex should overhang the edge by about 1/16".

After the glue is set, paving "slabs" can be simulated on the laminex by scribing lines across it at about 1/2" centres. A square should be used for this operation.

The sandpaper can now be glued to the remaining platform surface. Various colours can be purchased, but it is a good move to colour the paper irregularly to give it a weathered look.

A brick paper of your choice is now glued to the exposed vertical surfaces. This will also look a lot better for a bit of weathering.

The platform is now ready to take your fencing, buildings, ramps, steps and other accessories which will bring life to the scene.



BUYER'S GUIDE.

It is proposed to re-establish a buyer's guide section in Journal - this section to guide buyers as to the quality of products and in the case of kits, ease of assembly. To establish and maintain this section of Journal the Editor will require from members,

letters detailing their findings as regards to quality and ease of assembly and any other items of interest to a buyer. Copies of these edited letters will be sent to the manufacturer for his comments and then both the letter and the manufacturer's comments would be published together. Please advise the Editor of your willingness to help.

SYDNEY EXHIBITION --- 1970

Photos by REX LITTLE.

by COL GILBERTSON.

Stand No. 1.

Bergs Hobbies and Friedmont MRC.

Working HO layout displaying the Friedmont-MRC range of Australian prototype kits, and static display of Lima products. New models on display included one piece bodies of 422 class diesel electric loco, 4 car double deck suburban and interurban trains, and a 4 car RUB air-conditioned set (SBS 1st class sitting, SFS economy class sitting, RS dining and PHS power/brake).

Stand No. 2.

Puffing Billy Preservation Society.

HO model railway depicting Puffing Billy in the Dandenong Ranges in Victoria and souvenir sales.

Stand No. 3.

Sydney Society of Model Engineers.

Static display of HO to 3½" (live steam) model trains and model boats.

Stand No. 4.

Fybren Models.

Working layout and static display of OO gauge kits from England, also a range of posters depicting transport.

Stand No. 5.

J. Searle and Sons.

Operating Marklin layout and sales of model railway equipment and novelties.

Stand No. 6.

Australian Electric Traction Assoc.

HO model tramway layout and tramway publications.

Stand No. 7.

N.S.W. Steam Tram and Railway Preservation Society.

1 gauge model of former Sydney and Newcastle steam trams.

Stand No. 8.

Richard Youl.

½" to the foot models of Sydney and Melbourne electric trams.

Stand No. 9.

Traction Publications.

Display of railway and tramway publications.

Stand No. 10.

Umina Salvation Army Model Railway Club.

Operating HO layout using various proprietary lines.

Stand No. 11.

Arthur Sherwood.

Micro miniature models in 20ft. to the inch scale, including a model of Puffing Billy. OO, O and 20' to 1" live steam locos.

Stand No. 12.

N.S.W. Rail Transport Museum and Rail Recordings and Film Services.

The display included a number of publications, two new items being the "Flyer" booklet, a pictorial record of steam haulage of the immortal Sydney - Newcastle Expresses, and the 1971 calendar, featuring 3801 on the "Western Endeavour" in Western Australia.

Jim Powe's latest two efforts are





devoted to the Western Division in NSW, dieselized in 1967. His new record "Western Lines" features 30T class locos in the Cowra area, whilst side two consists of one sequence at Orange and the famous Tumulla Bank west of Bathurst. The new film, entitled "Special Passengers" depicts two holiday trains that ran on Good Friday 1967 3638 on a down train to Orange and 3827 on an up special from Orange.

Stand No. 13.

The Fantastic Hobby Shop.

Fully scened and operating layout featuring Fleischmann equipment.

Stand No. 14.

The Aurora Model Railroad Club.

Operating HO layout featuring various proprietary railway equipment.

Stand No. 15.

Australian Railway Historical Society N.S.W. Division.

Featured society publications and records.

Stand No. 16.

Prototype Model Products.

Display of NSW prototype kits and accessories. Pilot models of proposed releases of the 19, 36 and 53 classes were displayed.

Stand No. 17.

AMRA Information and Scenic Display.

John Dunn attracted many interested persons with his demonstrations on adding scenery to the layout.

Stand No. 18.

AMRA NSW Branch Layout.

This fine 18' x 12' HO layout, designed by Jack Parker and built under his supervision, drew many people. The layout also provided a good example of John Dunn's scenery methods. A fine

selection of NSW locomotives and rolling stock was observed.

Stand No. 19.

Australian Model Craft Co.

Static display of model railway equipment.

Stand No. 20.

S.C.R. Publications and S.C.M.R.A.

Display of model publications including a new release by John Beckhaus, "Railway Freight Wagons of N.S.W." which gives a detailed description of wagons in use by that system.

Stand No. 21.

Prospect Model Railway Club.

Operating HO layout of American prototype.

Stand No. 22.

Norm Read and Col Shepherd.

The well known O gauge layout which as always proved a popular drawcard.

To the small band of workers who gave their weekend to the exhibition we extend our sincere thanks, especially to the ladies of the nibble bar under the supervision of Mrs. Dunn and Mrs. Bunker, and of the kitchen under the superintendence of Mrs. Lamour and Mrs. Durham.

In addition thanks are extended to Jack Parker for organizing the display of the NSW Branch layout, and the Vic. visitors who made the trek North.

It is disappointing to note that of the 170 members of the NSW Branch, fewer than 40 volunteered to assist in staffing the exhibition. To these we extend our grateful thanks.

Our exhibition for 1970 now being over, we hope that we will see you again next year.

SIGNAL TRIPPING OF THE MOUSEHAVEN

2nd of a Series.

Stuart Westerman has always had two main objectives in building his Mousehaven Railway.

(a) It should be suitable for time-table operation.

(b) It should at least have a V.R. flavour.

Stuart feels that two items are essential to achieve the V.R. look. The first is the distinctive V.R. "Z" guard van, the second the "somersault" semaphore signal.

Several years ago, he built some Z vans, using the AMRA plan, modified as necessary to allow the scratch built bodies to sit on the Hornby brake van chassis, which the Z vans were to replace.

He is now building somersault signals and he asked me to think up some way of remotely operating the signals, with possibly automatic restoration by the passage of a train. This latter feature is prototypical in that these signals are restored to normal by the passing train in areas of heavy traffic, e.g. suburban use on the V.R.

Operation of the signals on the layout would best be by electro-magnetic means, as Stuart's layout is basically still a portable layout and signal operation in every case is "across" one of the "joins" in the portable set-up.

For the point and signal motors on the M.M.R.S. (Melbourne Model Railway Society) we developed a standard bracket and base for mounting the 3000 type relay and these were chosen for mounting the Mousehaven signal motors. They were detailed in the July/August issue of "Journal". The advantages in using these are:

by ALAN DOWEL.

(i) A standard mounting for all relay devices.

(ii) No soldering under the layout.

(iii) A standard terminal layout regardless of relay used.

The signals in question are pulled "off" by pulling on a fine copper wire which extends from the counterweighted signal lever, through a hole in the baseboard. It was therefore quite a simple matter to arrange this pull from the armature of the relay by fixing a 4" length of 16 gauge hard copper wire to the relay armature (by soldering). The thin wire from the signal is wrapped one full turn around the heavy copper wire "armature extension", and final adjustment to the operating limits is achieved by simply bending the heavy copper wire. This was all shown in the earlier article referred to above.

The Electrical Side.

So much for the mechanical side - now for the electrical. For each signal on Stuart's layout, there are on a control panel, two non-locking press buttons, one green and one red. A touch on the green button causes the relay to operate and pull the signal arm off. The coil circuit of the relay is made to "lock" in the operated position. The relay coil circuit is unlocked by the passage of the train, or by pressing the red button.

Figure 1 shows the circuit and a description follows. Standard P.M.G. "detached contact" circuit symbols are used and it is assumed that the relay has a 100 ohm coil winding and the maximum contact units, namely one "M" and one "C" unit.

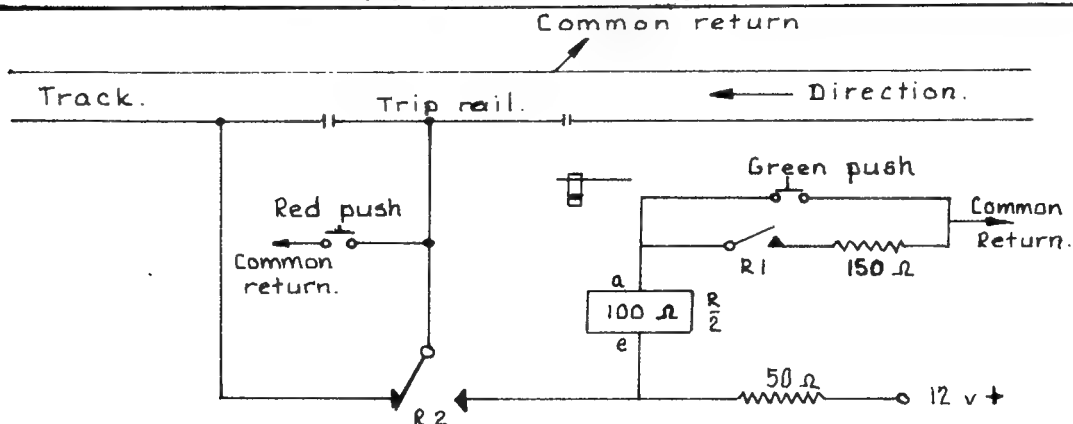


FIG. 1. CIRCUIT FOR SYSTEM USING COMMON RETURN WIRING

Circuit Description. (Refer to figure 1)

When the green button is pressed, current flows from the 12v. (common return) via the button to "a" on the relay coil, through the coil, then from "e" of the coil via the 50 ohm resistor to 12v. +. As the relay now has 8 volts across it, the armature operates and pulls the signal "off". The relay contact units R1 and R2 also operate. R1 prepares an alternative circuit to the press button, so that when the press button is released a smaller alternative current flows from the common return via the 150 ohm resistor to the coil. This causes the relay to "hold" or "lock" on the smaller current. When the red button is pressed, or when a train passes, the relay coil is short-circuited and therefore releases. Contact unit R2 quickly reconnects the "trip rail" back into the normal train circuit, and removes the short circuit. The short circuit does no harm as the 50 ohm resistor limits the current flow to a safe figure.

This trip circuit is very reliable and requires no mechanical devices on or near the track, but only a short (3" to 36") section of insulated rail. The connections shown in figure 1 are for a "common return - split potential"

electrical system (my favourite). This is the system where two 12v. packs run the whole layout, and one side of all electrical circuits (e.g. one rail of the whole layout) connects to a common return wire, preferably a bare heavy gauge copper conductor under baseboard.

Systems which use two wires to each section and separate power packs would not be easy to provide with this facility. I would recommend that the system be first converted to "common return" wiring, which has many advantages.

Stuart has gone one step further with his train-tripping signals. He has two signals, one at each end of a single line section (advanced starters) which are interlocked against simultaneous operation and operate as part of his "safe working" system. His relays are equipped with an extra "m" (make) contact (A3 and B3). This contact presents simultaneous operation of two opposing signal relays and also lights a "signal detector" lamp in the signal box at the distant end of the track section. The circuit, by using a "block permission" button, also ensures that a second train cannot follow the first without the co-operation of two signal boxes. Head to tail collisions are thus avoided. Figure 2 shows how the scheme is wired up. Note that in

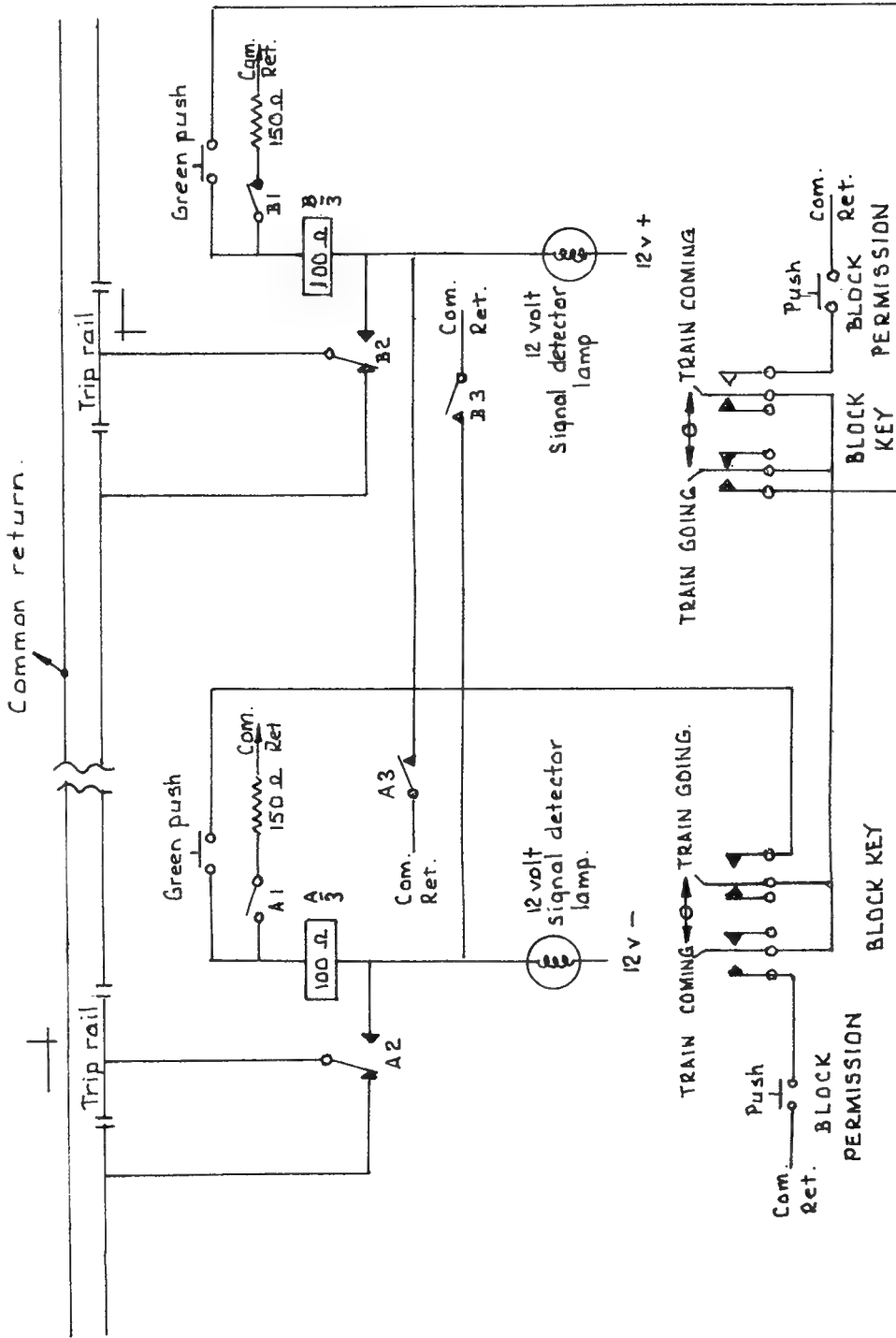


FIG. 2. CIRCUIT FOR USING TWO SIGNAL MOTORS - A SAFE WORKING SYSTEM.

this case, the relay will not operate until both signalmen press buttons simultaneously and both block keys are in the correct position. Note also that when one signal relay operates, the "trip" circuit is permanently set for the other, which cannot therefore be operated. A telegraph system is used for communications.

Operation.

1. Box A sends one beat to the B box bell "call attention".
 2. Box B acknowledges by returning one beat.
 3. Box A sends a code according to the type of train.
 4. Box B acknowledges by returning the same code.
 5. Box A sets his block key to "train going".
 6. Box B sets his block key to "train coming".
 7. Box B presses the "block permission" button.
 8. Box A presses the signal green button. The signal now goes to "off". The signal detector lamp lights at B box. On train departure:
 9. Box A sends two beats to Box B "train departing".
 10. Box B acknowledges by returning two beats.
- As the train passes the signal, it returns to "On".
- When the train arrives at B:
11. Box B sends three beats to A "train arrival".
 12. Box A acknowledges by returning three beats.
 13. Both signalmen restore the "block keys" to normal.

You can see that a signalman cannot send a second train in the same direction without the co-operation of other signalman, who must give "block permission". Also, two signalmen would have to err to send a train into the section before the first train has arrived, as the "block keys" act as a reminder.

Relay contact functions.

A1 (B1) locks the relay after operation by the green button.

A2 (B2) when operated, connects the trip rail to the backside of the relay coil, ready for the train to short circuit it.

A2 (B2) when released, connects the trip rail back as an ordinary power rail.

As (B3) lights the lamp on the opposing control panel, which tells the signalman that the signal is now off and he can release his "block permission" key.

A4 (B4) if required, switches the red and green lamps.

Some special notes.

1. If the relay will not hold after the release of the green button, it may be necessary to reduce the value of the 150 ohm resistor to 100 or even 50 ohms.
2. The circuit can be used on two way track. The circuit has no effect on trains running in the opposite direction, as the signal will be normal ("On") and the track circuit is complete via the R2 relay contacts normal.
3. The system can be used for colour light signals by simply leaving off the armature extension and using a relay with an extra "C" unit (changeover unit) to connect the lamps.
4. The block keys can be P.M.G. lever keys, or any S.P.D.T. "centre off" switches.
5. The signal detector lamps are wired to different power supplies, one to 12+ the other to 12-. This means that a fast travelling train flashes the opposite polarity behind the relay, which kicks it out even faster than a short circuit.

GARDEN RAILWAYS IN AUSTRALIA

by KEN ELDER.

I cannot recall any articles in the Journal on this subject, but surely someone must have had a line in their yard before this? I know Mal Baker at least had some lengths of Peco Streamline poised on the back fence about two years or more ago, but in the absence of any comments from him, it probably dies the death that all too often happens to our projects.

As readers will no doubt recall I have had OO, N, even O for a wee while but none of them in the garden. Now by a stroke of good fortune and none of it due to my own work believe me, my good lady decided that we should have someone in to re-organise the garden. So-the entire front and back gardens were torn out leaving three very small trees in the rear garden and six new rosebushes in the front. The remainder being destined to be all grass. One glorious Sunday morning-yes, we sometimes have them in Melbourne - the thought suddenly hit me - hard - why not extend the "OO" layout into the garden?

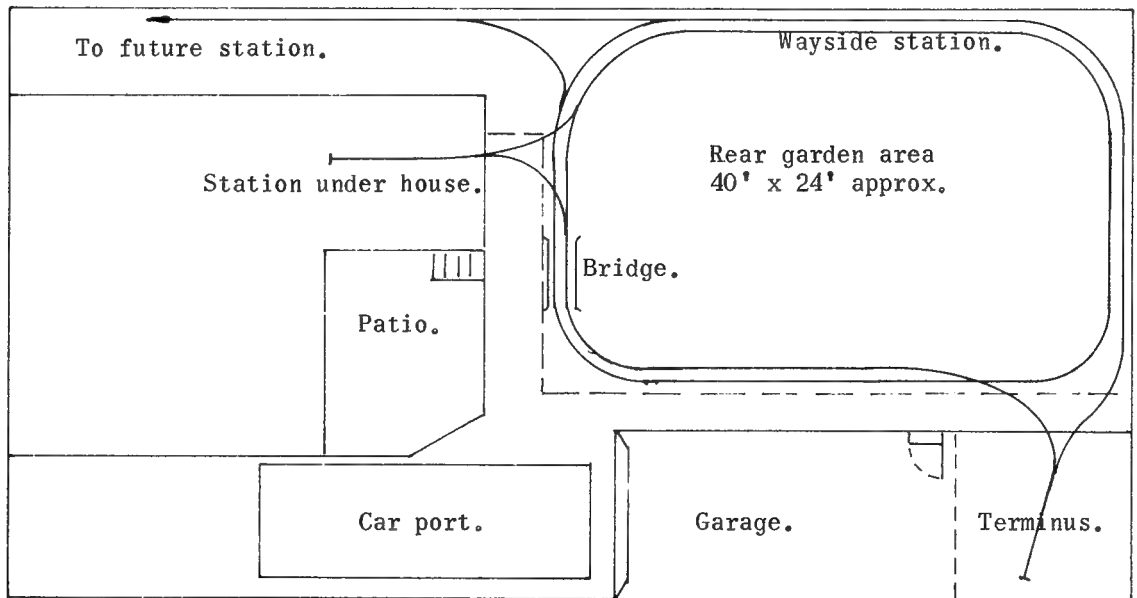
Being blessed with a teenage son who also has a car, our two car family wanted as much space in our garage as possible. Some of this we took care of by the erection of a car port, leaving some fifteen feet in the garage for our car and a further fifteen feet behind for my railway room. Now is I could go outside, the rear railway room could be reduced considerably as all that I should require would be sufficient space for a substantial station cum terminal and goodsyard. I estimated that this should take about ten feet across the width of the garage by say ten feet maximum depth. This would allow us another five feet in depth for the car and small workshop.

My garden has a decided slope away from the side of the garage, but my having the layout baseboard about eighteen inches from the floor and drilling through one of the side walls (brick), the line would still only be at its maximum height, three feet, which would be just as well with the family dog having free reign in the rear garden.

The design of the house and garden is such that I can now have another station in the entrance to the underpart of the house and also by going down the far side of the garden a further station there as well. The station under the house would be under cover so would not be affected by water only by cold - as it always seems freezing under our house. The station down the side of the garden would have to be covered in some way so that points were not affected by water and dew. None of these are problems and should provide enough work to keep me going for a long while.

I have been lucky in obtaining some aluminium tubing, previously used for partitions, that should be very suitable to hold up the main line in the return part of the line where it leaves the fence and curves away in front of the back patio to return eventually alongside the garage, and then a sweeping curve across the cement path beyond the side door of the garage, into the layout terminal inside the garage once more through the same tunnel.

Haven't decided yet whether to make it double track or single, but anyway the baseboard will be wide enough to take double track. On second thoughts a continuous run twice round will give the appearance of double track and



about a 250 feet long length before returning to this terminal. That sounds good. The crossings should be OK in the open, but how about points? Perhaps I can alter this by changing both points in the open to crossings also, let's see how that will work out. No..... the only way will be for the points to be near the wayside stations and both of these with a station over-all roof also covering the points.

Obviously I shall have a few problems, just as on the prototype. The main one seems to be how to go across the path from the patio to the clothes line. I guess a lifting bridge here will be the answer, preferably in aluminium as well for weather protection. Has anyone ever soldered this, or can it be screwed more easily? I plan to put the main line on to the side fence where possible, probably with the aid of aluminium brackets, but haven't decided at this stage the best type of base for the track. There again what to use for ballast? I have been experimenting with chicken grit broken up into slightly smaller sizes, to be laid with some sort of "goo" that

would stand up to the weather. There doesn't seem to be much else available for ballast here that is suitable scale wise, and that will stand up to our hot and cold climate. Of course, Peco Streamline will be used throughout. This has stood up to UK winters so should easily stand up to ours - but what about our heat?

If anyone has tried Peco here I shall be pleased to hear what results have been achieved.

On advice from our Layout Construction Engineer (M.M.R.S.) I plan to use two copper feeds running the length of the main line, one earth and the other "powered" with feeds on to the track every six feet to avoid voltage drop. The other two stations will have their own power supplies to be used when the stations are in use. I am hoping to be able to run throughout the year and whatever the weather, and will keep you posted from time to time in case others are interested in the same project. Signalling will be limited to station limits, with the majority being round the terminal in the garage.



FOR READER'S LETTERS

The Editor,
AMRA Journal.

Dear Sir,

When I received the ballot paper last September, I asked several friends how this would affect sub-branches. I was very surprised to learn that only a few sub-branches existed, taking into account the total membership of AMRA.

Several times in recent years the Journal has carried items which referred to the formation and activities of sub-branches. You may find them as follows:

"Pascoe Vale Sub-branch" Ken Elder, May 1965.

"The Case for Sub-branches" Allan Dowel July, 1965.

"Model Railways are Fun" Editorial Rex Little, September, 1969.

Let me say clearly from the outset that my sub-branch is my contact with the hobby and the people in it. I am unable to attend any Victorian Branch meetings, so here are some of my thoughts about sub-branches.

How does a sub-branch start? Let me quote the last paragraph of Allan Dowel's 1965 article: "Get that membership list out and get busy in your area...you won't be sorry, and I'll bet there is a fellow just around the corner who will be very glad that you did." It may not be simple to thrust yourself upon someone you have not met, but it sure is worthwhile. You CAN start with two.

How a sub-branch functions: The Pascoe Vale Sub-branch meets monthly between AMRA meetings. We rotate meetings around the homes of members, giving

us direct contact with each layout whatever stage it has developed to. Meetings consist of some operation when possible, some criticism, much talk and a great deal of fellowship. We have visited other sub-branches, a signal box and generally enriched each others involvement in the hobby.

How big is a sub-branch? Some time ago we set the ideal number at six members, but other things are more important such as living in the same general area, the close personal fellowship that can be had and meetings at home where the hobby is actually carried on.

If the referendum of September last is carried then sub-branches will be able to elect officers if they wish. I commend the sub-branch to all who have not yet found this extra dimension to their hobby. It is the best feature of my involvement in AMRA. Be in it.

A. WINSLADE.

Dear Sir,

Having read Bob Payk's letter in Pop Valve, I must say I feel sorry for him but I hope he may find some consolation in the fact that some others made the same mistake.

George Stephenson built his first locomotives for service at Killingworth colliery which was connected with the Tyne by a wagon way having a rail gauge of 4'8" and when Stephenson built the Stockton and Darlington line he intended to adopt the same gauge. However poor old George never had the Beginner's Guide to advise him to plan,

plan, and plan, and something went wrong. So we all got landed with that extra half inch and we inherited that awful gauge of 4' 8½".

Now if George Stephenson can get away with a mistake like that in his 12 inches to the foot models, there should be hope for a few of us yet.

In 1909, the Lionel Corporation, who were building models for 2 7/8" gauge, decided to bring out models in No.2 or two inch gauge. These were designed, but due to a mistake in the tool room the gauge of track was 2½" instead of two inches. However, Lionel stuck to the 2½" and between the wars it was very popular particularly in America.

Shades of George Stephenson again.

Now should we be so worried about the gauge?

A Victorian may be proud of the R class steam loco, but South Africa have more than 500 steam locos larger than Victoria's R class - or at least more powerful.

The South African K class has a tractive effort of 75,000 lbs. which is nearly half as powerful again as the N.S.W. 57 class. South Africa has three Garratt classes more powerful than the N.S.W. AD60 Garratts.

Now why should we not do the same and build a broad gauge loco and put a narrow gauge chassis underneath, or of course if you do not like that, what about the other way?

Brienel, when he built the G.W.R. seven foot gauge would have nothing to do with 4' 8½". He claimed the broad gauge was safer, faster and only needed trains half as long to handle the same load. Now just what could we do with this scale? N.S.W. have coaches over ten feet wide on 4' 8½" so on seven foot

gauge we could have coaches sixteen feet wide and locos in proportion.

I am afraid I feel this is the individual's hobby and you do as you think fit. Even in 12 inches to the foot models, plenty of good men put big locos on narrow chassis and vice versa and even built the gauge to suit the model not the model to the gauge.

Good luck to you Bob, just carry on.

BROUGHTON BOYDELL.

Dear Sir,

It's great to see S.A.R. locomotive drawings appearing in the Journal, I hope we see more.

However, I would like to point out, before anybody else does, that there is no such class as the 936. All the locomotives of this series are the 930 class, the main difference being locomotives 930 to 935 do not have the second cab at the "B" end, whereas all those from 936 do have this cab.

HO scale modellers can get themselves a model of this class by using the rather crude casting for the NSW 44 class produced by a Sydney firm. The main alteration work needed is to file away the automatic staff pickup detail and carve in this detail on the correct side for the SAR locomotives. This casting fits a Lima mechanism which is correct for this class.

A construction article for the 44 class appeared a couple of years ago in the Australasian Model Railroad Magazine and this also can be adapted for the 930 class.

E.F. RADDATZ.

Dear Sir,

Many members of our model railway association seem to sit back with their ideas and tell everyone what they think can be improved and what is wrong, but

they do not get involved or help. It is easy to criticise people, AMRA Journal, products, manufacturers and shops for their shortcomings, but not try and improve the situation. It is always left to the faithful few to do all the work.

Our state branch in New South Wales has its own clubrooms, its own layout and over one hundred members. Great! Yes, but only one fifth of the essential ingredient attend any of the three monthly meetings. What is the use of clubrooms if a larger number of our members do not attend even one meeting per month. If you have ideas how to improve meetings why not let your management committee know instead of grumbling, "I do not like the meetings so I will not go." By attending meetings you can meet other members to get ideas and exchange views on many facets of the hobby. It is easy to think someone else will do the work for AMRA and give up his time, but the same people can not keep on going year after year. Why can not you put in a year on the state management committee? There is not a great deal of work and the more you do for AMRA the more AMRA does for you. The N.S.W. annual meeting is Saturday, 6th February, 1971. Why not come along, you may get elected.

Journal, our own magazine, is always after articles so why not put pen to paper and write. Why not tell others of your layout or plans for a layout. It will interest others and possibly give someone some ideas. Every issue has articles by the same group of people. The little band of the faithful few. One article from each member totals 500 articles which would cover probably 90 issues of Journal.

Over recent months I have heard many of our modellers complain about new products marketed for the local modeller. But who are we to winge when we put in no effort. If you manufacturers are willing to give us these prod-

ucts on our limited market let us give him a go. A production run of 250 coaches would probably saturate the local market. Low production means higher prices than those of imported high volume kits. But if we increase our number of modellers then larger sales and market volume could reduce prices. We can all find faults in the local products, but let us give the local manufacturers support. Over recent months there has been considerable improvement in the detail and quality of local products.

I can only say that AMRA means a great deal to me because of many of the people in it. The friends I have made in AMRA justify any work I have put in AMRA and I believe that the basis of our enjoyment of our hobby is the friends we make and share our hobby with. You will not get much out of AMRA by sitting at home and communicating with on one.

LES FORDHAM.

Dear Sir,

When a model railway man dies, his heirs have a problem in valuing and, if need be, disposing of his layout and tools until or unless our States and Federal Governments abolish their "probate" (i.e. death) taxes. Could the AMRA find a member or members versed in the law to produce an article for the Journal, or better still, a booklet on the lines of "Journey's End" the one produced by the Estate Counseling Committee of the American NMRA? I learned of it when browsing through the February 1965, issue of "The Model Railroader", page 63. I quote the following therefrom:

"An excellent booklet... An inventory form is shown, with the suggestion that you make a complete inventory of your model railroad equipment right now to establish a basis for evaluation. The brochure also makes suggestions to the heirs to determine proper methods and places to sell model equipment.

In valuing equipment, the brochure points out, model railroaders generally tend to overvalue it, not realising that a scratchbuilt model or one with added detailing might not necessarily make the model more desirable to others. It also suggests that the most realistic sales range is usually only 20 to 40 per cent of first cost".

FRANK SIBSON.

The Editor,
AMRA Journal.

Dear Sir,

We are exploring the feasibility of mounting an exhibition of Early Railways in Australia to coincide with the Centenary of the opening of the Western Rail Link between Launceston and Deloraine in February, 1871.

In your permanent collection you may have material such as photographs, paintings or prints relating to this particular event, or the early railway scene in Australia.

Initially, we would like information on anything that may be of interest to us. An official approach would then be made for an inter-gallery loan or photographic reproduction suitable for display.

Thanking you in anticipation of your co-operation.

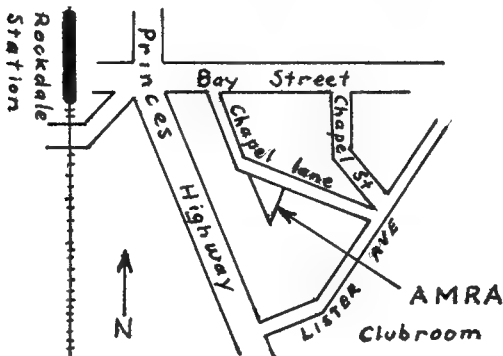
I. MOONEY.

Gallery Officer.

Queen Victoria Museum and Art Gallery
Wellington Street,
Launceston,
TAS. 7250.

Branch Reports

NEW SOUTH WALES.



Well another exhibition has been and gone; by the time you read these notes Branch affairs should be back to normal.

The meetings of 15th and 28th August were both devoted to layout running, whilst on 5th September we played host to the various other model railway clubs in Sydney. Working bees on exhibition equipment occupied the remain-

ing dates in September. A post exhibition discussion was held on 17th October and colour slides were screened on 23rd October.

Coming meetings are:

Sat. 5th Dec. Christmas barbecue, combined activity with S.C. M.R.A. at Brooklyn. Travel by double-deck interurban 12.12 p.m. ex Sydney, (regular service) and avoid the traffic snarls. Please advise Graham Larmour (70-5074) or Phil Kelly (70-5317) if you intend to be present.

Sat. 19th Dec.)

Sat. 2nd Jan.) Layout operation.

Sat. 16th Jan.)

Fri. 22nd Jan. Open Night.

Sat. 6th Feb. Annual General Meeting
All members are requested to be present.

On behalf of the N.S.W. Branch, a Merry Christmas and a Happy New Year's modelling to all.

COLIN GILBERTSON.

VICTORIA.

Meetings are held at All Saints Church Hall, Glenferrie Road, Kooyong. (opposite Scotch College) --- Commencing at 8.0 pm. on the second Thursday, of each month, except January.

JOHN SNEDDON.
(Hon Secretary)
Phone 49-2799.



The Victorian Branch meeting in August was an outstanding success. Our guest speaker from the Victorian Railways, Mr. J. Brodie, Acting Engineer of Maintenance, was armed with a goodly selection of slides depicting the work carried out in his branch. This includes maintenance and re-laying the various tracks round Victoria. The slides depicted the latest and existing types of equipment used for this work. All in all this was voted a tremendous meeting by all members.

At our September meeting, Fyfe Thorpe once again entertained us with a brace of fine films from the State Film Centre. We at the Branch do so much appreciate Fyfe's efforts to put on a different show. Over the years he

has been obtaining railway films, he has only repeated a film once, by request, no mean effort.

About seventeen members and wives visited the Sydney Exhibition organised by the AMRA N.S.W. Branch, and enjoyed meeting all the members up at the show. Besides the exhibition, the opportunity was taken to visit the yards and signal boxes at Central on Saturday and on Sunday nine members caught the 9.00 a.m. express to Newcastle. Whilst at Newcastle we sampled the various methods of public transport, including the Stockton ferry, bus to Broadmeadow and railcar back to Newcastle. Whilst at Broadmeadow we were delighted to see a large number of AD60 class Garratts, together with 40's, 44's, 45's and also a 38 class loco in and around the loco sheds. All arrived back in Sydney about 7.30 p.m. happy and tired out. Congratulations to the N.S.W. Branch for their very fine Exhibition again. Keep up the good work.

All is now running smoothly for our Exhibition at the Camberwell Civic Centre, during Moomba next year. All space has been requested and the prospects look good for the show.

Well, that is all for the present. So good railroading for the rest of the year, a Merry Christmas and Prosperous New Year to all.

JOHN SNEDDON.

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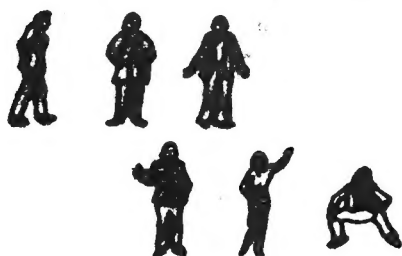
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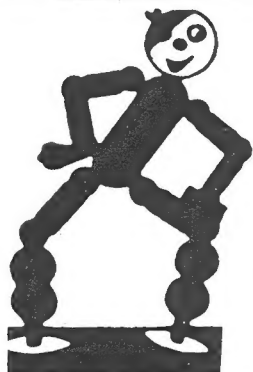
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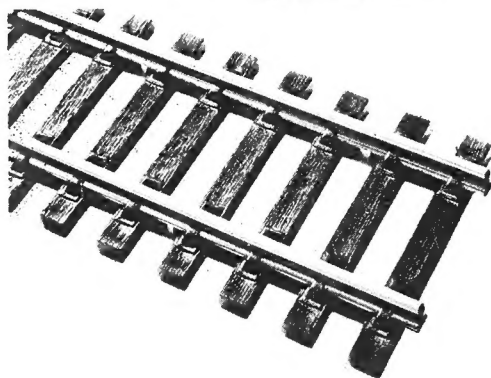
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